Flight

Intermediate Jet

BI-06S

IFT/OFT

Mission

Basic Instruments

ORM

- **Operational Requirements / Limitations**
  - **Crew Rest / Crew Day / Work Week**
  - **Warm Up Eligibility**
  - **Previous Flight Incomplete? Determine Graded Items.**
- **Human Factors**
  - **Life Stressors / External Factors / Personal Problems**
  - **Medical Status (Crew Day/Rest / Nourishment / Hydration)**

TTO

BI-06S

- **Who will call a TTO?**
- **What situations will the TTO be called?**
  - **Confusion / Misunderstanding**
- **IP Responsibilities**
  - **Safety**
  - **Recognize need for TTO**
  - **Explanation / Instruction as necessary**
  - **Documentation on ATF**
- **When and how will training resume?**

CNATRAINST 1542.159

BI-06S

Introduce:

- a. Aileron roll
- b. Wingover
- c. ASR approach

Practice:

- a. Brief preparation
- b. Checklists
- c. IFR clearances
- d. Instrument communications
- e. ITO
- f. SID
- g. Turn pattern
- h. ½ standard rate turn
- i. Standard rate turn
- j. Level speed change ½ SRT
- k. Stall series
- l. S-1 pattern
- m. S-3 pattern
- n. TACAN/VOR DME approach
- o. Missed approach
- p. Extra approach (if time permits)

	VT-7	**VT-9**
DEPARTURE:	**UNION 01R**	**DANCY 10**
ARRIVAL:	**HI TACAN 01L NMM** **Intro ASR 01R NMM**	**HI TACAN 01L NMM** **Intro ASR 01R NMM**

ADMIN

BI-06S

- **BRIEF - QOD**
  - NATOPS
  - EP
  - SOP

Conduct

BI-06S

- **Introduce**
  - **Aileron roll**
  - **Wingover**
  - **ASR approach partial panel**
    - **GCA pattern**

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Conduct

- **Practice**
  - **Brief preparation**
  - **Checklists**
  - **IFR Clearances**
  - **Instrument communications**
  - **ITO**
  - **SID**
    - **VT-7: Union 1R / VT-9: Dancy 10 Area 4**
  - **Turn Pattern**
  - **½ Standard rate turn**

BI-06S

Conduct

- **Standard rate turn**
- **Level speed change ½ SRT**
- **Stall series**
- **S-1 Pattern**
- **S-3 Pattern**
- **TACAN/VOR DME approach**
  - **NMM HI-TACAN 1L**
- **Missed approach**
- **Extra approach (if time permits)**

STANDARD DEBRIEFING FORMAT

BI-06S

- The Flight Lead or Pilot-in-Command is responsible for ensuring all flight or crewmembers are thoroughly debriefed on the conduct of the mission utilizing the “S-P-B-E-MS-LL” format outlined below. (Refer to the CTW-1/CTW-2 Expanding Debriefing Guide for specific objectives).

I. Safety
II. Planning
III. Brief
IV. Execution
V. Mission Success
VI. Lessons Learned